

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Final Office Action dated February 26, 2004, claims 1-20 are pending in the application. Applicants respectfully request the Examiner for reconsideration.

In the Office Action, claims 1-3, 6, and 7 stand rejected under 35 U.S.C. §102(b) as being anticipated by *DeZorzi* (6,232,875). Applicants respectfully traverse.

Applicants hereby incorporate the response to the previous Office Action herein.

Applicants respectfully believe that several of the steps described in claim 1 are not taught or suggested in the *DeZorzi* reference. Claim 1 is directed to a method for operating a tire pressure monitoring system having an auxiliary tire in an auxiliary location and a warning status memory. The first step is "receiving a speed signal corresponding to a vehicle speed." Applicants believe that no teaching or suggestion is found for receiving a speed signal corresponding to a vehicle speed. The Examiner points to the example on lines 1-18 of Col. 5, item 32 of Fig. 2, and item 72 of Fig. 2 of the *DeZorzi* reference to show the motion detector 32 provides a signal to the controller 72 in response to the detected movement. The Examiner also states on page 6 of the Final Office Action, "This data is received by the controller." This is true, however, the *DeZorzi* reference merely teaches the motion detector detects movement such as in response to rotation or vibration. See Col. 4, lines 61-67. The centrifugal switch 32 of the Examiner's cited example on lines 1-18 of Col. 5 is only indicative of movement. The centrifugal switch or the motion detector does not provide a speed, i.e. velocity, signal as required by claim 1. Furthermore, Applicants have reviewed the Chart 1 prepared by the Examiner and fail to understand its relevance to this application. Therefore to clarify the record, Applicants put forth the following table correcting the Examiner's assertion of the motion detector in the *DeZorzi* reference.

Element	motion detector 32 (Col. 4, lines 61-67)		
Switch Type	centrifugal switch (Col. 5, lines 1-18)		
Switch State	Closed (i.e., on)	Open (i.e., off)	
Logic Signal	HIGH	LOW	LOW

Approx. Speed	> 10 MPH	0 MPH < 10 MPH	no motion
Mode of Controller	Normal	Pre-Sleep or Sleep	
Time for signal transmission the module depending upon mode of its controller	4-10 seconds	10-25 or 10-45 minutes	

Even if the first step is shown, other steps are not taught or suggested in the *DeZorzi* reference. That is, claim 1 recites "generating a cumulative time signal corresponding to a cumulative receiving time of the transmitter identification signal." The cumulative time signal generated corresponds to a cumulative receiving time of the transmitter identification signal. In response to the applicants' arguments the Examiner, citing *DeZorzi* and Examiner's own chart, states "The data message measures the cumulative receiving time of the transmitter ID signal (col 3, lns 55-59; col 5, lns 34-36). The cumulative time signal is generated to determine vehicle mode (see chart 1 and time)." The Examiner has incorrectly stated the cited reference and has combined portions of two different sentences in the reference patent to show just part of this element. Furthermore, the Examiner has rested upon the non-prior art chart #1 to support the rest of (his) argument but has failed to show "a cumulative time signal generated that corresponds to a cumulative receiving time of the transmitter identification signal." Moreover, the cited reference does not teach or suggest that a cumulative time signal is generated. The cited reference only teaches and suggests the time for signal transmission of the module depending upon the mode that the module is in, which in no way reflects upon or applies to Applicants' invention.

Also, the last step of claim 1 is not taught or suggested by *DeZorzi* as the Examiner poses in paragraphs c, d, e, and f on pages 6-7 of the Final Office Action. For clarification Applicants wish to point out to the Examiner that it is "the auxiliary location" and not "an" auxiliary location that is the proper antecedent basis invoked by the claim. The last element requires "when the speed is greater than a predetermined speed and when the cumulative time signal is greater than a predetermined time, associating the auxiliary sensor identification to the auxiliary location of the warning status memory."

Although a controller for receiving data from a tire condition module is illustrated, no teaching or suggestion is found for associating the auxiliary sensor identification to the auxiliary location of the warning status memory when the conditions are met. The Examiner points to his chart 1 to assert that the conditions are met. Examiner's chart 1 is not prior art. Further, the Examiner points to Fig. 1, items 62, 64, 60, and 68 on page 7 of the Final Office Action showing the controller 64 receiving a signal from the tire condition module 14, where module 14 is shown in detail in Fig. 2 having a different controller 73 with a memory 72. The Examiner fails to address the Applicants' assertion that *DeZorzi* does not teach associating the auxiliary sensor identification to the auxiliary location of the warning status memory. The details of Fig. 1 and Fig. 2 of *DeZorzi* talk about a module having a controller that transmits the condition of a tire at particular time intervals, depending upon its mode, to a different receiving controller for display of the information. Applicants' invention is different in that it is a system for automatically including auxiliary tires in a pressure monitoring system for an automotive vehicle by associating the auxiliary sensor identification to the auxiliary location of the warning status memory when certain conditions are met. Examiner has not even alleged that the *DeZorzi* reference teaches a warning status memory having an auxiliary location for associating the auxiliary sensor identification. Applicants therefore respectfully request the Examiner to reconsider the rejection since each and every element of claim 1 is not found in the *DeZorzi* reference.

Claims 6, 8, 16 and 17 are also believed to be allowable for the same reasons set forth with respect to claim 1. Claim 6 further requires "generating warning statuses for each tire in a rolling locations, a spare location, and the auxiliary location." The Examiner also states on page 8 of the Final Office Action, "All tires including the rolling and spare tires are equipped with a sensor/transmitter module (col 3, lns 11-21; Fig. 1, items 14, 16, and 18)." This is true, however, the Examiner has not addressed the issue that the *DeZorzi* reference does not teach or suggest generating warning statuses for each tire in a rolling location, a spare location, and the auxiliary location. Claim 8 recites that the method requires "when the time signal is greater than a predetermined time, associating the auxiliary sensor identification to an auxiliary location of the warning status memory." Claim 16 recites a system that requires "a

warning status memory having warning statuses therein." The Examiner fails to address Applicants' arguments that *DeZorzi* fails to teach or suggest either requirement in Claims 8 or 16. Claim 17 recites a further limitation to claim 16 that "said controller is RF coupled to the rolling transmitters, spare tire transmitter, and auxiliary transmitter." Further, dependent claims 2-7, 9-15 and 17-20 are also believed to be allowable for the same reasons set forth above.

In the Final Office Action, claims 4, 5 and 14 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over *DeZorzi* (6,232,875) in view of *Taylor* (1,954,153). As mentioned above, the *DeZorzi* reference has several missing limitations. The *Taylor* reference does not teach or suggest the missing elements of the *DeZorzi* reference. Therefore, Applicants respectfully request the Examiner to reconsider these claims as well.

Applicants respectfully request the Examiner to reconsider this application in view of the comments above. Should the Examiner maintain his rejections, the Applicants shall appeal on the grounds set forth above.

Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,
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